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A FLIGHT TO REMEMBER

Military, spouses and civilians are given an opportunity to see in-flight refueling up close

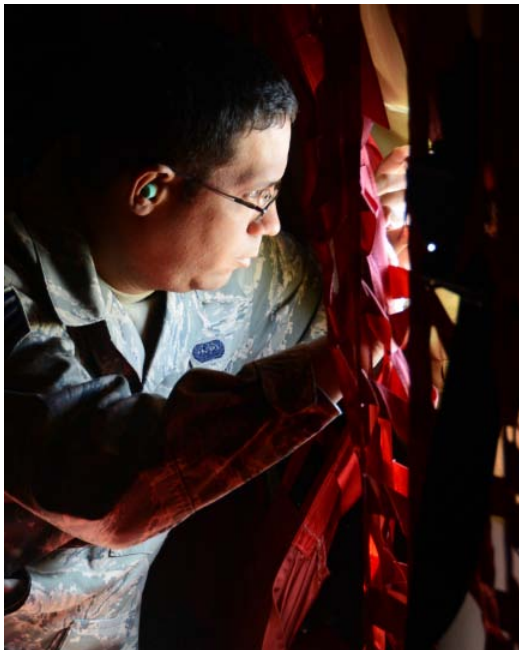
ASOS is recruiting!

Warning: Not for the faint at heart

Health&Wellness

Can this "wonder drug" help you?

Table of CONTENTS



Cover:
Service members, spouses and civilians wait for their turn to lie down in the boom operator pod on a KC-135R during an incentive flight May 3, 2014, at the 147th Reconnaissance Wing at Ellington Field JRB, Houston. Each ride lasted roughly two hours and multiple F-16's docked and refueled for the audience. (National Guard photo by Senior Airman Chasity Lollis/Released)

3

Finding What You're Looking For: MSgt Tahne Arrington talks about what lead her to becoming a first sergeant for the 272nd EIS here at Ellington Field JRB.

4

The "wonder drug": Do you think this "wonder drug" could help you? Jay Walljasper from www.medicalstuff.com hopes to help you find out.

6

A flight to remember: Military, spouses and civilians got the ride of a lifetime aboard a KC-136R here at Ellington Field JRB, Houston.

10

The largest seaborne invasion in history...he was there: The story of a 94-year-old B-24 pilot who was there on the day that turned the tide during World War II.

13

Are you wearing your safety shorts this month? Find out what you need to look out for during the month of June!

14

It takes heart: Is it in you?: The 147th Reconnaissance Wing Air Support Operations Squadron is looking for new recruits. Can you make the cut?

16

This Month in History: The Skies over North Korea. Texas Air Guard units played pivotal roles during the Korean War.

17

Get information about joining the base Honor Guard this Saturday.

What's for lunch?



(Air National Guard Photo by Master Sgt. Sean Cowher/released)

FINDING WHAT YOU'RE LOOKING FOR

I'll never forget the day I met with my Army National Guard recruiter for the first time.

He asked me to tell him three things that I enjoy doing. I told him, "I like to cook, I like to work on cars and I like to drive around." Then he said, "Okay, tell me which you like to do most?" I told him, "I like to drive." And so began my military career as a medium-wheeled vehicle operator.

In Army speak, I was a truck driver. I loved my job, until 1996 when I wasn't so crazy about the Army anymore and decided to move on.

So, to make a long story short, I found my way to Ellington and began my career in petroleum, oils, and lubricants flight.

I spent five years in that job and loved it. When the F-16s went away, I saw the writing on the wall and

set about finding a new career field.

I talked to a lot of different people, and, mostly by accident, ended up becoming the pest manager for Civil Engineering. I loved that job too, until the National Guard Bureau decided it was not needed and eliminated it.

At the cross roads, I had three choices: Get out, cross train into another AFSC or do something I had thought about for a long time. I chose to become a First Sergeant and I love this job.

I tell my story to make a point. Unless you cannot reenlist or extend, you are only as bound to a job as you choose to be.

There are a plethora of reasons you may not want to stay in your career field. Don't let what goes on around you drive you to make a decision you will regret later.

Yes, the military is demanding, but you get out of it what you put into it.

Do you know that the Air Force is the only branch of service that has its own college which happens to be certified by the Association of Southern Colleges? Almost everything that is in your CCAF degree plan can be utilized by any college. So, think about it? Do you really just want to walk away?

By MSgt. Sgt Tahne Arrington
272nd EIS First Sgt.



The 'wonder drug'

Researchers have discovered a “wonder drug” for many of today’s most common medical problems, said Dr. Bob Sallis, a family practitioner at a Kaiser Permanente clinic in Fontana, California, at the 2013 Walking Summit in Washington, D.C. It’s been proven to help treat or prevent diabetes, depression, breast and colon cancer, high blood pressure, cardiovascular disease, obesity, anxiety, and osteoporosis.

“The drug is called walking,” Sallis announced. “It’s generic name is physical activity.”

Recommended dosage is 30 minutes a day, five days a week, but children should double that to 60 minutes a day, seven days a week. Side effects may include weight loss, improved mood, improved sleep and bowel habits, stronger muscles and bones, as well as looking and feeling better.

“Walkable communities are the key to a strong American Third Century,” said Sallis. “Biking, swimming, dancing, gardening, sports, jogging, and aerobics work equally well” He cites three factors that make walking the most effective treatment:

- 1) Low or no cost
- 2) Simple to do for people of all ages, incomes and fitness levels
- 3) Walking is Americans’ favorite physical activity, so you are more likely to stick with a walking program than with other fitness prescriptions.

Sallis urges all physicians to prescribe walking for their patients because “physical inactivity is pandemic today,” as the authoritative British

medical journal “The Lancet” reported last year in a special issue devoted to the benefits of physical activity.

Studies published in the American College of Sports Medicine and other leading medical journals show that walking and other physical activity could cut the rates of many of these diseases by at least 40 percent. This would save Americans more than \$100 billion a year in health care costs, according to the American Public Health Association.

Nice Surprise: Walking is Good for us in many ways.



Increased levels of walking and physical activity can bring other social benefits too, said authorities from the fields of public health, education, community development, and social policy at the national Walking Summit held October 1–3.

“Developers are here because walking promotes successful economic development. Environmentalists are here because walking reduces carbon emissions.” Vital Communities:

Dr. Regina Benjamin, U.S. Surgeon General from 2009-2013, said, “You know that exercise is medicine. It’s also good for the social fabric of our communities.” That’s the reason

Benjamin built a walking path on the grounds of a health clinic she founded in Bayou LaBatre, Alabama.

Lower Health Care Costs:

George Halvorson, chairman of Kaiser Permanente, declared, “The only way we can overcome the chronic disease epidemic is to walk,” which will also save billions in health care costs and sustain Medicare for the future. Halvorson noted that diabetes type 2 alone accounts for 34 percent of Medicare costs. Kaiser Permanente, which serves 9.1 million members across the United

States, has made physical activity a vital sign that health care professionals should chart and act on along with a patient’s weight, family health, and blood pressure.

Improved School Performance:

Mary Pat King, director of Programs and Projects for the National

PTA, reported that walking to school “supports cognitive performance” in students, which is why the organization passed a resolution pushing for more walkable schools.


Stronger Economy:

Karen Marlo, vice-president of the National Business Group on Health, an alliance of leading companies, explained, “Walking is a business issue. A healthy workforce means a more successful workforce. It’s important for businesses to share effective ways to get employees to walk more.”

Courtesy of Jay Walljasper
www.medicalstuff.com

147th Reconnaissance Wing Fetal Protection Program Announcement

- IAW ANGI 40-104, An Air Guard Member must report a confirmed pregnancy at the earliest possible time to her supervisor, and the 147th MDG Public Health Office.
- Please report to the Medical Group following a positive pregnancy confirmation by the member's civilian provider.
- A copy of the positive test, and a written Expected Due Date, (EDD) from the provider is required for entry into the Fetal Protection Program (FPP).
- If you have any questions please call Public Health at 281-929-2420.
- Healthy Babies are our Delivery!



Military, spouses and civilians were
given the opportunity to view in-flight
refueling from the pit of a KC-135R

An F-16 with the 138th Fighter Wing, Oklahoma Air National Guard, completes the docking process and begins refueling during an incentive flight for military, spouses and civilians May 2, 2014, here at Ellington Field Joint Reserve Base, Houston. The passengers flew in a KC-135R from the 117th Air Refueling Wing, Alabama Air National Guard, and were able to view the process from the pit where the boom operator works. (National Guard Photo by MSgt Sean Cowher)



A FLIGHT TO REMEMBER



National Guard photo by Senior Airman Chasity Lollis



National Guard photo by Senior Airman Chasity Lollis

Most military spouses and civilians don't get the opportunity to experience military life as service members do.

They don't wear the same outfit every day or get the same haircut every 2 weeks.

They've never known the familiar smell of an aircraft burning fuel or know how uncomfortable it is to sit extremely upright for a very long military flight overseas to a deployment zone.

The wing commander for the 147th Reconnaissance Wing in Houston, Col. Terrance Winkler, decided to arrange an incentive flight to help give people the opportunity to experience at least a few of those things and for some civilian bosses to get a better understanding of what their employees do on their guard weekends.

With the help of a few neighboring units, the idea took flight.

Approximately 30 spouses, 40 civilians and 70 service members were selected to participate in

seven incentive flights on a KC-135R, a refueling aircraft from the 117th Air Refueling Wing in the Alabama Air National Guard. The 138th Fighter Wing, Oklahoma Air National Guard, provided four F-16's to be refueled during the 2 hour flights. A B-52 Stratofortress from Barksdale AFB, Louisiana was also provided.

The civilian and spouse participants were selected based on nominations from co-workers, military significant others and whether they had ever flown or not.

"The experience was definitely one of the most exciting things I've ever been able to do."

-Mrs. Judi Strotkamp

"Unfortunately, there weren't enough seats for kids, relatives, etc.," said Lt. Col Roland Dansereau, the project officer in charge of the flights. "As for the troops, I had researched the wing population and equated a

ratio per group."

"There is a brand new requirement for a medical evaluation to be done," said Dansereau. "But the Medical Group worked out a solution with no example to go off of. Special thanks to them and many others!"

"My husband told me about the opportunity to go on the flight," said Mrs. Judi Strotkamp, wife of Capt. Timothy Strotkamp. "And I jumped at the chance! He's been flying for years, both as a military member and a civilian, so it was very exciting to be able to share that with him."

The fuel is pumped through a flying boom, the KC-135's primary fuel transfer method. One crewmember, known as the boom operator, is stationed in the rear of the plane and controls the boom during in-flight refueling.

Each passenger was able to lie down in the pit on either side of the boom operator and watch the aircraft dock for refueling.

"I was really excited to go on



this flight, and excited for my wife to see what air refueling was like,” said Capt. Timothy Strotkamp, who is prior aircrew on an RC-135 and has been on the receiving end of aerial refueling many times. “I’ve shown her many pictures and videos, but it doesn’t come close to the real thing.”

“The experience was definitely one of the most exciting things I’ve ever been able to do,” said Mrs. Strotkamp.

“I’ve never seen anything like that before,” said Airman 1st Class Diana Patino, who was accompanied by her spouse on the flight. “I’ve only seen it in pictures. It was more than I expected and very cool.”

“When I was on the flight I thought it was an amazing experience,” said Mrs. Katy Cave, the wife of Staff Sgt. Michael Cave. “Being so close to the F-16’s while in flight was a lot of fun and I would definitely do it again.”

“Some passengers seemed nervous, seeing as this was their

first time,” said Senior Airman Evan Harwood, who volunteered to help out from the 106th Air Refueling Squadron and has been a boom operator for 2 years. “I tried to make everyone feel comfortable and tell them fun facts about the plane and my job. I had many conversations with the passen-

help out from the 99th Air Refueling Squadron, and has been a boom operator for seven years. “The jet, how long we could fly, where the fuel is stored and how we actually refuel and stay connected with the receivers. They all seemed to love going up with us, they took tons of pictures and videos of everything.”

The KC-135R was first deployed in August of 1956 and has been in use ever since. The maximum amount of transfer fuel it can carry is

200,000 pounds and under special conditions, it can refuel two aircraft simultaneously. It flies with a crew of three: pilot, copilot and boom operator. A navigator is included when the missions dictates.

“Everyone we showed the pictures to and told about it was jealous,” said Capt. Strotkamp. “I absolutely would volunteer to do it again,” said Nenneman. “It’s a great opportunity for us to show people what we do and what we are capable of.”

“Every flight people were asking tons of questions about everything,” said Staff Sgt. Jacob Nenneman who volunteered to

“I’ve never seen anything like that before.”
-Airman 1st Class Diana Patino

The largest seaborne invasion in history...He was there

Story by Capt. Fredy Reyes
147th RW Public Affairs

Joseph "Joe" J. Faulkner, a native Floridian, found himself in the summer of 1944 in an airfield surrounded by green pastures not too different than those from back home. As a pilot, Joe had weathered the storm of several combat missions and enemy fire, and soon would fly the most important mission of his life. From mission notice, mission brief, and pre-flight, Joe's remarkable journey in the pages of history gives us a glimpse of his experience during D-Day, June 6, 1944. The events of that day show the color and personality of an Air Force aviator who believed that if we win the air war, we could win the ground war.

War World II changed not only the course of history, but also the life of a young enlisted Army specialist turned commissioned Air Force 2nd Lt. Joe piloted a B-24 Bomber in one of the most important missions on an historic day of the 20th century, D-Day. Joe, like, many other crew members, was excited, proud, and a little nervous to fly that day.

Located in the heart of Norfolk, England, the United States Air Force's 577th Squadron, 392nd Bombardment Group, Eight Air Force was stationed at

Wendling, England. Wendling was a small military air base which grew in size and population during the war. The community reminded Joe of his hometown outside of Cartersville, Fla. The land was green and vast; farm animals grazed on the surrounding grass, and the skies were usually blue and clear that summer in 1944. To the locals, it was a steamy and unbearably hot summer; to Joe, the summer was a pleasant climate he hadn't felt in a long time. Within the confines of the airfields, the military had brick and mortar, and metal half-dome buildings for offices and living quarters. To military personnel, the air field amenities

was a southern gentlemen and a man of the Bible. He stood 6 feet tall, was slim with a healthy build, and had brown wavy hair. Most of his crew members were from the Northeast, where the personalities were very different. Joe could relate more to the local British than to the Yankees in his crew and unit. However, he recognized the importance camaraderie and teamwork would have in successfully accomplishing missions.

"Southerners and Yankees congregated separately during outings at the mess hall and pub.

During some nights when drinks were plentiful, there was a slight humorous tension in the air between the two groups," Joe recalled, with a smile on his face.

Joe always flew aircraft 42-95040, the Silver Streak, and he called her a beauty. She was a B-24 Liberator aircraft with a deafening roar from four turbo-charged 1,200 hp engines, nine .50-caliber machine guns, and a payload capacity of 8,000 pounds, according to the official website of the 392nd Bombardment Group.

The crew that flew the Silver Streak consisted of a pilot, copilot, navigator, bombardier, engineer, radio technician, and



were neither something they complained about nor something to write home about. Joe didn't complain back then, and at his young age of 94, doesn't complain now.

Joe was from the South. He



four gunners. These men were all professionals and dedicated to the mission. Each one had their duties, and as the co-pilot, Joe ensured that every man completed his task and supported the pilot in command. During mission flights, the jokes about southern and northern boys stopped; it was all business.

Joe's mission preparation consisted of waking up as early as 2 a.m. to start his morning ritual and get ready for the day ahead. While walking from his quarters to the operations building, he would often see the moon and stars glowing brightly, and the smell of morning dew and farm land would fill his lungs. During these quiet moments in nature, Joe often thought about his family back home. He thought about writing home, but often found it hard to find the time. "It always seemed I was resting after a mission or getting ready for the next one," Joe said.

Mission briefs comprised of the commander and flight lead giving the details to all crew members. No person was allowed to write any mission details

on paper; thus, each member would memorize their portion of the mission. In the event a crew was shot down and captured, the command didn't want mission data to fall into enemy hands. After the main mission brief, the bombardiers, pilots, and navigators would divide into smaller groups for more focused discussions of their mission job duties. Joe mentioned, "I and crew members would write key details of the mission on the back of our hands, such as target landmarks, routes, and flight times."

On June 5th, the day prior to D-Day, Col. Irvine A. Rendle, the 392nd Commander, briefed the staff of the 2nd Bomb Division on the invasion of Normandy, according to b24.net. From the staff, down to the 392nd, the word got out to the unit. However, this was not the first time Joe had heard about this specific mission. To him and other pilots, this mission had just been a rumor. The following morning, they would soon learn the details of the mission.

Joe sincerely felt that that if the Allied forces could domi-

nate the air, the Air Force could help the ground forces successfully invade France. With owning the air and ground campaign, the Air Force could then focus on deep penetration missions to destroy manufacturing, training, and transportation centers, eventually winning the war. Through air supremacy, all this was achievable in the eyes of Joe.

"D-Day is just as vivid in my memory as it was yesterday," Joe stated. The big day finally came; it was a very important day. He wasn't worried about German planes because the Air Force's 13 groups of fighter planes dominated the skies. Joe was worried about hitting his targets; he hoped they would get to see the target before dropping the bombs. In a very solemn way, Joe said, "we needed to hit our targets and I wanted to get the job done. That day, I felt like I was doing something meaningful for the U.S. troops below me."

Preflight activities went as planned; each pilot had a systematic approach to conducting his duties. While the crew chiefs

conducted the walk-around checks, inspecting the engines, cowlings, and tires, Joe checked a few of the major components. Like any other day, after putting on his flight jacket, Joe climbed in and started the Liberator's roaring and thunderous engines.

The in flight altitude was a steady 22,000 feet above ground level and all aircraft were holding in formation. Joe looked down, and could see over-cast clouds at about 8,000 feet. Between cloud openings, he could make out the dark blue English Channel waters. As they flew nearer to the French shore, the cloud cover below them thickened and the group commander made the decision to descend to approximately 8,000 feet above ground level. At this altitude, Axis forces could easily identify and fire at them. During the descent, Joe looked below again and saw the cannon fire of the United States Navy forces and several dozen personnel boats. In vast numbers, he could see the might of the U.S. Navy and Army making their way to the French shores. Joe returned his attention to the cockpit, maintaining instrument scan, assisting with the fuel check, and backing up the lead navigator with the flight route.

The flight now approached Forest de Cersy, France and at the initial point, the lead aircraft began dropping 500-pound bombs, according to the web-

site b24.net. Up to this point, his aircraft had not received enemy gunfire. As Joe approached his drop zone, his nervousness and uneasiness grew. "I felt for the civilians in the supply de-

berance overcame Joe. He recalled, "I was happy to be alive and I was extremely happy to have successfully completed the most important mission of my life."



pots, transportation centers, and training facilities below me," he commented. "I knew there would be civilian casualties at these sites." This was a harsh reality of war that was difficult to come to terms with. Shifting his thoughts back to the mission at hand, more so than any other day, Joe stated, "I needed to do the best job I could."

Over the drop zone, Joe's bombardier initiated the release of the bombs. In one sequence, all 12 bombs rushed out of the underbelly, dropping 8,000 feet to their target with razor-sharp accuracy. He, as well as the rest of the formation, pulled on the yoke to begin a steady ascent and turn to regroup into their v-shaped formation. Once they turned for home, complete exu-

berance overcame Joe. He recalled, "I was happy to be alive and I was extremely happy to have successfully completed the most important mission of my life."

Joe and his crew completed several more successful missions. On July 25, 1944, during a combat flight, Joe aborted his mission due to suffering from a collapsed lung. That day was his last combat flight. Overall, Joe Faulkner successfully completed twelve combat missions in support of Allied forces in World War II.

Several years after the war, Joe was hand selected to fly during a D-Day memorial. Instead

of dropping bombs, Joe's cargo consisted of a load of flowers. On a beautiful sunny day, similar to the ones in Florida, Joe's new crew dropped beautiful flowers over the beaches of Normandy. Joe knew the importance of the flight, and many of the memories rushed back.

Joe is now 94 years old, shorter and slimmer than before, with thinning grey hair; instead of flying aircraft, he moves around slowly with the assistance of a four-legged walker. He lives in Houston, TX and is surrounded by his wife, children and grandchildren who love him dearly. Joe ended our conversation with a firm and resolute statement, "As I now look back at my missions, if called upon again, I would do it all over again."

Are you wearing your **Safety Shorts** ?

Critical Days of Summer

Article provided by 147th RW Safety Office

It was in 1964 that the Air Force first highlighted safety for summer activities. This was the beginning of what became the 101 Critical Days of Summer. The years have shown safety topics remained the same; it's the presentation and number of mishaps that change.

Risk management has a role in everything we do, both on- and off-duty. It continues to be the job of the safety professionals to provide guidance to all Airmen about the dangers of the season. Airmen use sound risk management every day on-duty and, while the main focus of the Critical Days of Summer (CDS) campaign is off-duty activities, Air-

men must use the same risk management techniques in all circumstances.

The 2013 CDS campaign used song titles for the CDS chapter titles. The song titles seemed to grab the attention of our Airman. To continue with a similar theme, we are using movie titles for the 2014 CDS chapter titles.

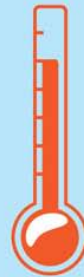
Below are the topics we are highlighting in the 2014 CDS. With everyone's safety foremost during all our activities this summer, let's show our dedication to the Air Force core values through our safety choices.

Safety Shorts

- Summertime fun -- Keep your focus
- Hydrate, Hydrate & Hydrate
- Use Risk Management in all activities
- Defensive Driving: Watch for motorcycles
- Severe weather preparation

CLIMATE CHANGE &

EXTREME HEAT



CAUSES MORE DEATHS

each year than hurricanes, lightning, tornadoes, earthquakes, and floods

COMBINED!



WHO'S AT RISK?



Adults over 65, children under 4, people with existing medical problems such as heart disease, and people without access to air conditioning

WHAT CAN YOU DO?



STAY COOL

- Find an air-conditioned shelter
- Avoid direct sunlight
- Wear lightweight, light-colored clothing
- Take cool showers or baths
- Do not rely on a fan as your primary cooling device



STAY HYDRATED

- Drink more water than usual
- Don't wait until you're thirsty to drink more fluids
- Avoid alcohol or liquids containing high amounts of sugar
- Remind others to drink enough water



STAY INFORMED

- Check local news for extreme heat alerts and safety tips
- Learn the symptoms of heat illness



LEARN MORE

Visit CDC's Environmental Public Health Tracking Network to learn more about climate change and extreme heat

www.cdc.gov/ephtacking



ELLINGTON FIELD JOINT RESERVE BASE, Texas (May 4, 2014)
— Sweat poured down his face.

One candidate, with a unfaltering air of determination, 50 pounds of gear on his back and armed with an M4 rifle, lumbered to the finish, completing one of the final assessments that qualifies him to be able to attend the Tactical Air Control Party Indoctrination Course at Lackland Air Force Base, and eventually the TACP Apprentice Course or “TACP Schoolhouse” at Hulbert Field, Florida.

“The strong shall stand, the weak will fall by the wayside” is not only a motto among TACP members, but also a way of life for them.

Physical fitness is vital for these battlefield airmen, so to even be considered to enter the TACP training pipeline, candidates’ resolve, physical ability and endurance are all tested.

And for five candidates, they learned what that was all about during TACP tryouts May 3, 2014, when members of the 147th Air Support Operations Squadron, 147th Reconnaissance Wing, at Ellington Field Joint Reserve Base in Houston, gauged the grit and fortitude of the five who accepted the challenge to determine if they had what it takes to be eligible to join the ranks of these elite, combat airmen.

“We are not necessarily looking for the guy in front of a ruck or the guy with [a] 100 on [his] PT test, we are looking for the guy that keeps on going,” said a technical sergeant with the squadron.

To qualify, candidates were required to pass a Physical Ability Stamina Test, or PAST, and a Combat Endurance Readiness Test, or CERT.

The five-part PAST test includes completing a mile and a half run in 10 minutes and 47 seconds or less, a minimum of six pull ups in one minute, 48 sit ups in two minutes, 40 push ups in two minutes and a four-mile ruck march in 60 minutes.

Those are the PAST minimums and after being briefed to the candidates they are told,

“That is the last time we’ll talk about minimums...if you’re interested in meeting the minimum, this probably isn’t for you,” said a lieutenant colonel with the squadron.

Upon completion of the PAST test and ruck march, candidates start the CERT, a series of “evaluation events” that tests the candidates’ ability to perform when placed in stressful situations.

“The words ‘I quit’ are not an option on the battlefield,” the technical sergeant said. “Within a training environment, we test the member’s ability to continue the task no matter how difficult.”

“We have to make sure these men will not quit on themselves or their teammates,” he added.

TACPs are members of the Air Force, but are often assigned with Army infantry or other special operations units, providing close air support and expertise on how to best use combat air assets to put bombs on target.

For this reason, it is imperative for TACPs to be in top physical condition to maintain the high operational tempo of the units themselves.

“Physical fitness is very important within the job,” he said. “A TACP has to be ready for the worst-case scenario in combat — the more fit you are, the more you can handle.”

The 147th ASOS is a Texas Air National Guard unit. For more information on the squadron or being a TACP at Ellington Field, call 832-632-1387 or 800-864-6264.



IT TAK



PHOTOS AND STORY BY 2ND LT. ALICE
147RW PUBLIC AFFIARS



ES HEART: IS IT IN YOU?



This Month in History

In the skies over North Korea

Article Courtesy of National Guard

During the Korean War over 45,000 Air Guardsmen, serving in 22 Wings and other units, were mobilized. Texas' 136th Fighter-Bomber Wing was in the first increment to be called in September 1950. Flying F-84E Thunderjet aircraft it was the first of two Air Guard Wings deployed to Korea, arriving in June 1951.

The three flying squadrons of the 136th soon entered combat as escorts for B-29 bombers attacking targets over a portion of North Korea patrolled by Soviet-built enemy fighters called "MiG's." Enemy fighters patrolled the area so thickly that American pilots soon referred to it as "MiG Alley."

It was during one such mission on this date that First Lieutenant Arthur Oligher of the 182nd Fighter-Bomber Squadron (TX), one of the three squadrons in the 136th Wing, shot down a MiG with the help of Captain Harry Underwood.

This would be the first of several "kills" of enemy aircraft that Guard pilots would score in the months to come. The 182nd Fighter Squadron, flying F-16 Falcon fighters, remains a part of the Texas Air Guard today.



Looking to become an Officer in the ANG?

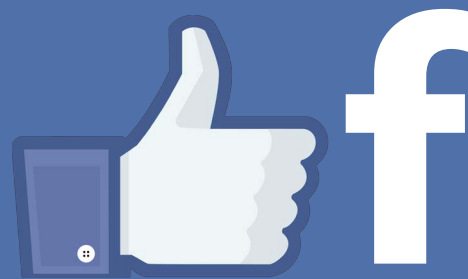
Apply now to find out what positions are available!

The ANG has developed a new recruiting process for officer applicants involving a Designated Officer Recruiter (DOR).

Your local DOR:
281.709.5183

- Single point of application (DOR)
- Apply to as many or as few units as you want
- We do not know other states vacancies
- Contact DOR for checklist
- Print off all records required on checklist
- Obtain a copy of certified transcripts with seal
- Turn in ALL required documents to you DOR
- DOR will submit your application for approval

The Official 147th RW
Facebook page is



www.facebook.com/147RW

Who: 147 RW

What: 147 RW Base Honor Guard Recruiting Initiative

Where: Dining Facility

When: Saturday UTA, June 7th, 2014 1100-1300

Why: To provide an opportunity for 147 RW members to be part of one most memorable and rewarding experience in the military such as serving as base honor guardsmen

POC: TSgt Elizabeth Alicea, 147 RW Honor Guard NCOIC

SSgt Tristan Holmes, 147 RW Honor Guard

Office: 929-2313

147rwhg@gmail.com

Background: Guardsmen serve to represent every man and woman in the Air Force, past and present, in ceremonial functions. In addition to that, the base honor guard serves in color functions which is to display and bear the American flag and state flag in functions such as change of command ceremonies, sports events, military events (i.e. memorial day, military ball, foreign visit dignitaries, etc.). The 147RW base honor guard is looking for highly motivated and dedicated Airmen that not only wish to honor their country and the U.S. Air Force, but to honor those are no longer with us. Serving as base honor guard is an extra duty with high exposition but well rewarded experience, full of honor and pride.

If you can do that, JOIN US and be part of the 147RW Honor Guard. Sat June UTA, we will be at the dining facility collecting the name of members interested to join and providing extra information of our duties. You may also submit your names via email to: elizabeth.alicea.1@ang.af.mil or tristan.holmes@ang.af.mil

What's for lunch?

7 June 2014

Pork Chops
Meat Loaf
Black-eyed peas
Rice and Gravy
Mac and Cheese
Corn Bread
Squash

8 June 2014

Catfish
Orange Chicken
Asian Stir Fry Veggies
Rice

Short Line

Burgers
Wings
Chicken Tenders
French Fries
Onion Rings
Cheese Sticks
Egg Rolls